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USAF review
completed.

NAVY review
completed.

ARMY review
completed.

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INFORMATION REPORT

PREPARED AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

COUNTRY

Hungary

SUBJECT

Railroad Data

ARMY review completed.

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SUPPLEMENT TO REPORT #

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This report is the result of a joint collection effort by the Air Force, the Army, the Navy, and CIA and is disseminated in accordance with the provisions of NSCID #7.

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1. The Hungarian National Railroad System is organized into seven main areas with headquarters at Budapest, Szombathely, Pecs, Debrecen, Miskolc, Szeged, and Sopron. The Sopron area actually is not under control of the Hungarian System at present because the rail system there is partly in Austrian hands and Hungarian nationalization there has not been completed.
2. The Hungarian railroads base their regulations generally on internationally accepted standards: RIC (International Passenger Car Agreement) and RIV (International Freight Car Agreement). The only deviation from these standards is in minimum serviceability requirements. The rolling stock is in relatively poor condition. 25X1
3. Since 1951, new construction has been in progress in seven areas.

 - a. Komarom. Addition of industrial spur trackage.
 - b. Szony. Spur trackage to oil refinery.
 - c. Debrecen. Double-tracking.
 - d. Lebatlan. Enlarging and expanding trackage in connection with cement plant.
 - e. Gyor. New bypass on the Szombathely line to Komarom, avoiding Gyor urban area.
 - f. Szekesfehervar. Electrification.
 - g. Budapest-Hatvan. Electrification.
4. Contests are conducted among the various areas, with fulfillment of norms reported on and published. Larger stations had a norm section reporting this information. At smaller stations the station master reported it.

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Train Frequencies

5. At Acs there were 11 passenger trains and 8 or 9 freight trains in each direction - east and west - daily. The station was completely electrified except for the spur leading to the sugar plant. The sugar plant owned a steam locomotive stationed at Acs.
6. Komarom: 3 to 4 passenger trains daily and 6 to 8 freights daily toward Szekesfehervar. Toward Budapest: 18 passenger trains and 10 freight trains daily. Toward Hegyesalom: 12 passenger trains and six freights daily. The above represents Komarom's outbound traffic. Inbound traffic was the same. All these trains stopped in Komarom. In addition 12 to 16 freights passed through Komarom daily without stopping. All passenger trains stopped at Komarom. The Komarom freight yards handled a daily maximum of 1,600 freight cars over the hump. Before World War II the station was completely electrified, but when war damage was repaired tracks 16 through 23 were not electrified. An average of 10 to 12 locomotives were stationed at Komarom.
7. Dorog: Train frequencies toward Budapest: 10 to 12 passenger trains and 4 to 5 freights daily. Toward Esztergom: 8 to 10 passenger trains and two freights daily. Toward Tokor: three passenger trains and 3 to 4 freights daily. The foregoing represents outbound traffic. Inbound traffic was identical. The mines added 4 to 5 cars daily to the trains passing through Dorog. Normally 10 to 12 steam locomotives were stationed at Dorog.
8. Almasfuzito: The station is completely electrified. No locomotives are stationed here. The train frequencies are the same as the Budapest train frequencies out of Komarom.
9. Only Komarom had electrically-controlled switches. All signals were of the semaphors type except at Komarom where they were of the electric light type.

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classified CONFIDENTIAL, are four sketches showing the trackage layout adjacent to the stations at Acs, Almasfuzito, Dorog and Komarom.

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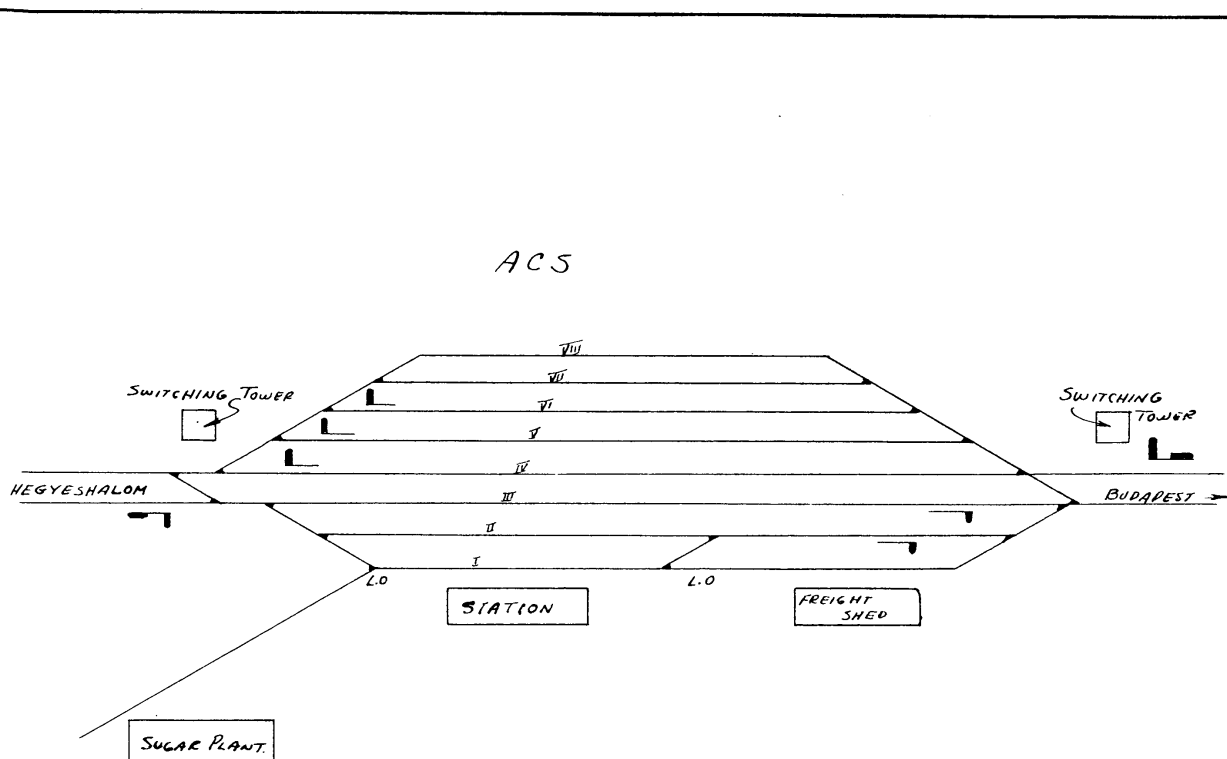
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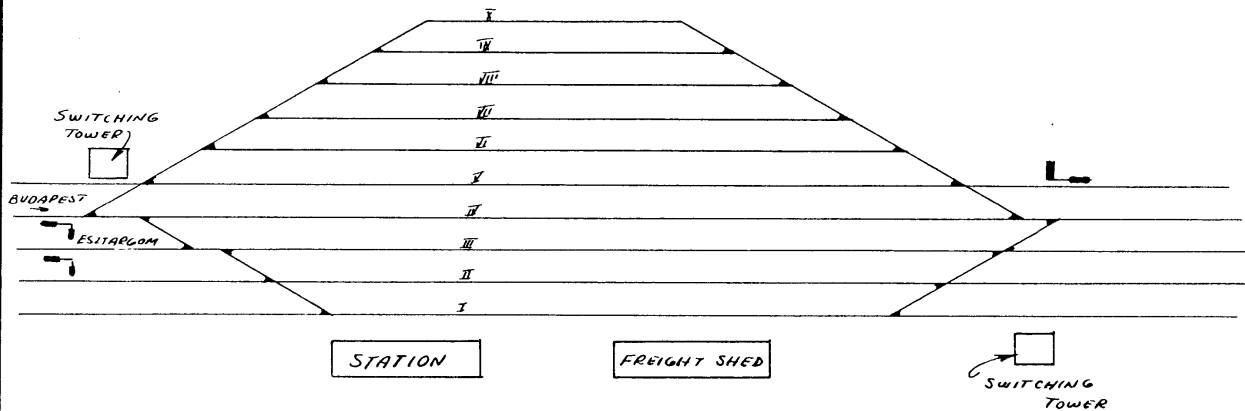
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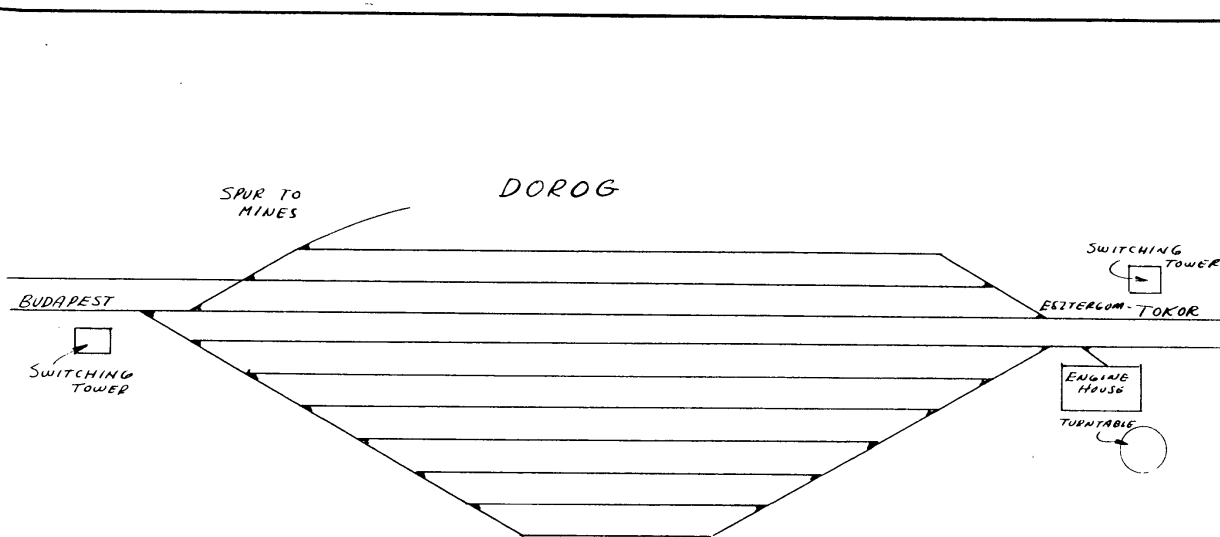
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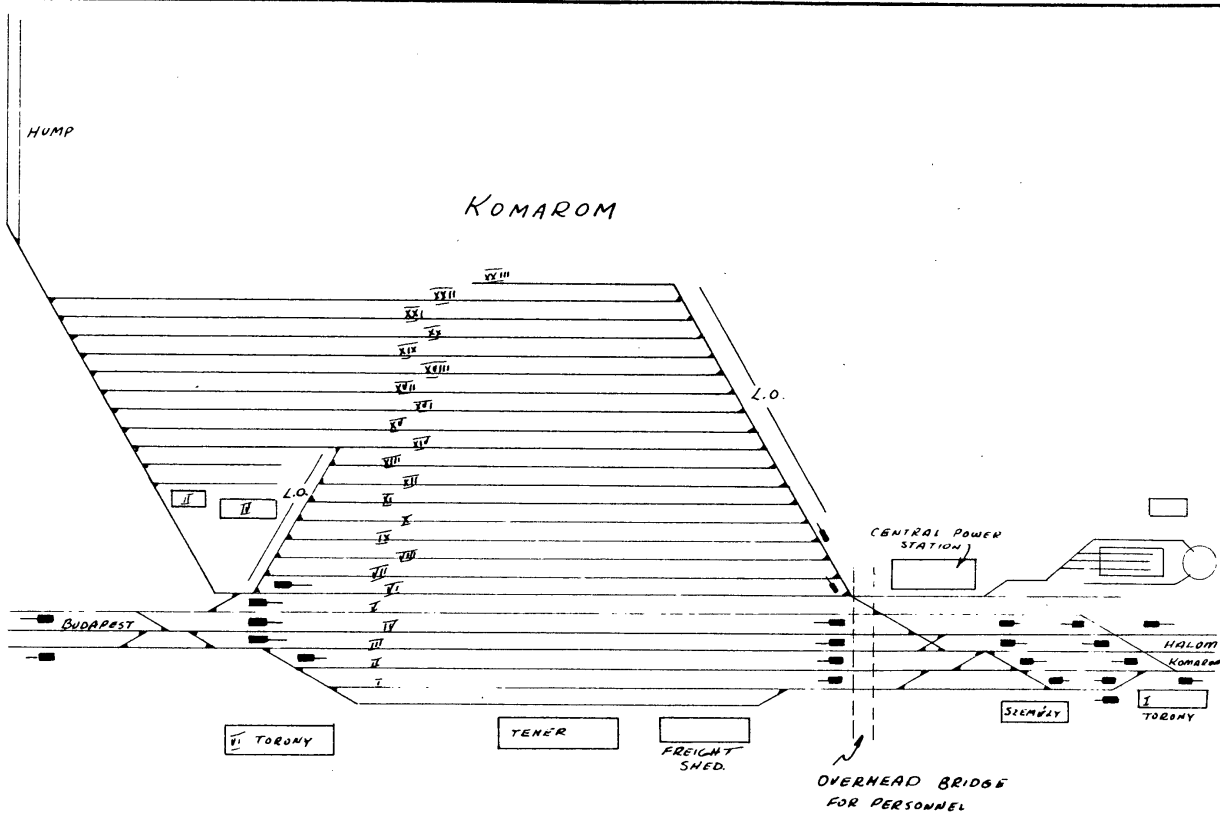
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